GRUMMAN plane news

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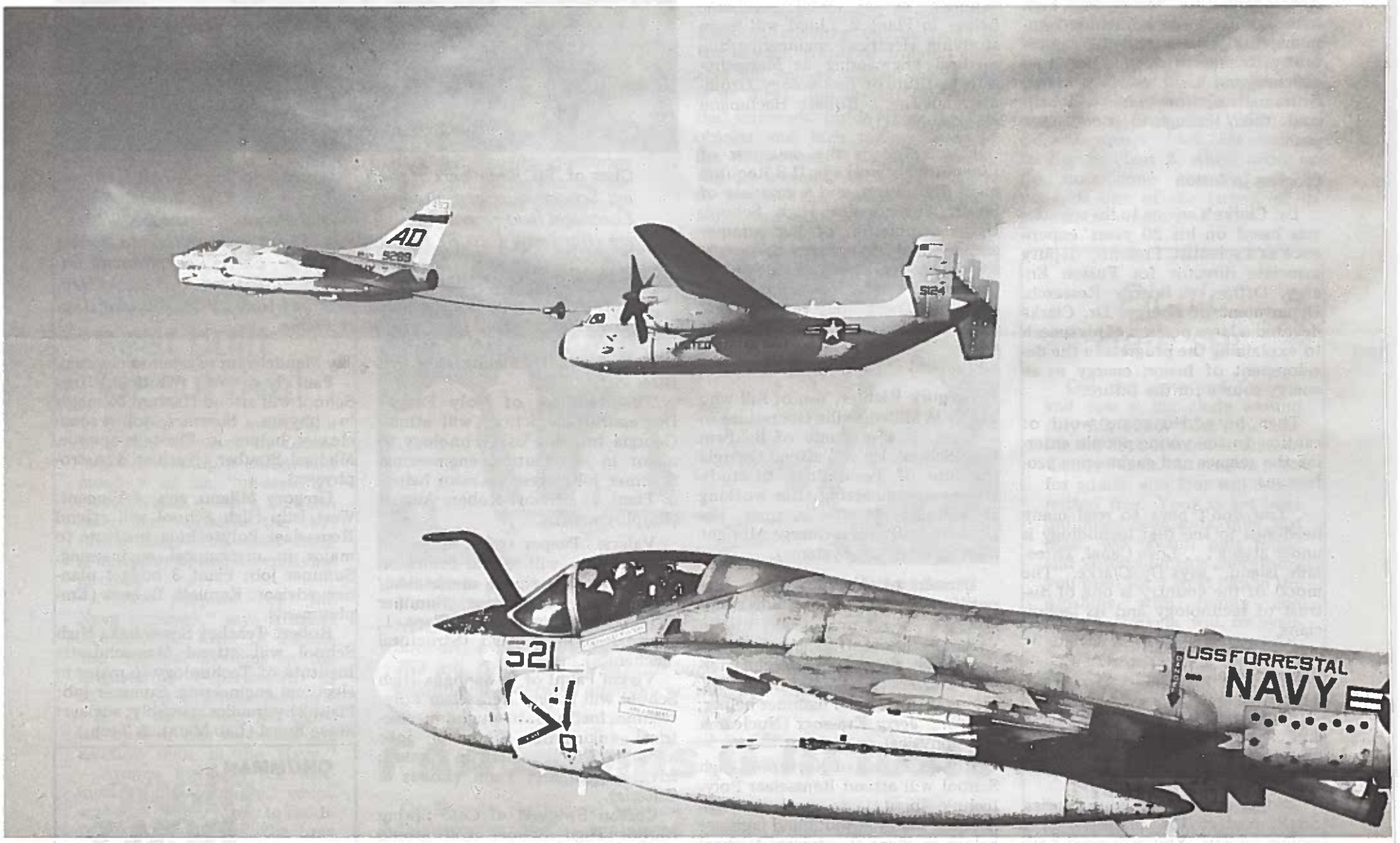

Probing new role, extended range for Greyhound

U.S. Navy and Grumman Aerospace recently demonstrated the feasibility of in-flight refueling of the C-2A Greyhound Carrier On-board Delivery (COD) aircraft in flights from Oceana, Va., Naval Air Station.

Although the refueling probe was dry and the tests did not include the transfer of fuel, both Navy and Grumman pilots performed successful drogue engagements with KA-6D (foreground) and KC-130 tankers, and an A-7 (above L) equipped with an external refueling tank.

Refueling altitudes varied from 11,500 to 14,000 feet at speeds of 220 to 235 knots. The C-2A demonstrated good stability and control characteristics throughout the envelope, proving the feasibility of extending the Greyhound's range via inflight refueling.

From 1965 to 1968, Grumman built 19 Greyhounds for the U.S. Navy. (Photo by Larry van Wallendael)

Clarke to scholars:

'Believe in what you do'

The future will demand scientists and engineers who are not only intelligent, but possess moral fiber, determination and belief in what they are doing. That was the message Dr. John Clarke delivered to the 1980 Grumman scholars on Tuesday, June 3.

As it has been done for the last 37 years, this year's Grumman scholarship winners were officially welcomed into the company at a special luncheon held in their honor at the Holiday Manor in Bethpage. Accompanied by their parents, high school principals and guidance counselors, the winners had the opportunity to meet with top Grumman officials and their newly assigned Grumman advisors who will help guide them through their collegiate years.

Progress in fusion

Dr. Clarke's advice to the scholars was based on his 20 years' experience as a scientist. Presently deputy associate director for Fusion Energy, Office of Energy Research, Department of Energy, Dr. Clarke devoted a large portion of his speech to explaining the progress in the development of fusion energy as an energy source for the future.

Then he added some word of caution to the young people entering the science and engineering professions.

"You don't have to read many headlines to see that technology is under attack . . . Love Canal, Three-Mile Island," says Dr. Clarke. "The mood of the country is one of distrust of technology and its technicians.

Strong moral fiber

"Tomorrow's leading scientists and engineers need to have a strong moral fiber — a strong belief in what they are doing . . .

"So as you begin your studies, don't neglect the broader issues facing society. You will need both to develop today's research and development work into practical reality in the future."

Dr. Clarke assisted Joe Gavin, Grumman Corporation President, and George Skurla, Grumman Aerospace President, in presenting each scholar with a certificate commemorating his or her Grumman scholarship.

Those Grumman dependents who receive 1980 Grumman scholarships are:

Eric Bashkoff, son of Bernard who is a senior engineer in Structural Analysis, is a recent graduate of Hauppauge High School. This fall he will attend Princeton University to study electrical engineering. His Grumman advisor is William Vojir (Computer Equipment Design Staff); summer assignment: hand hammer helper in Plant 2.

Lloyd Hey, a graduate of Oyster Bay High School, is the son of Albert who is with the DOD Aircraft Program staff. After working this summer as a metal mechanic helper in Plant 2, Lloyd will begin studying electrical engineering/biomedical engineering at Massachusetts Institute of Technology. Grumman advisor: Robert Hachmann (Employment).

Elaine Lee is the daughter of Lincoln who works in ILS Requirement Definition, and a graduate of South Side Senior High School. Upon completion of her summer employment as a bench mechanic structures details helper in Plant 2, Elaine will attend Massachusetts Institute of Technology to study mechanical engineering. Her Grumman advisor: Max Wertheim (Electrical Equipment Design).

Gregory Richter, son of Bill who works at Milledgeville Operations in Georgia, is a graduate of Baldwin High School. He will attend Georgia Institute of Technology to study electrical engineering after working at Milledgeville this summer. His Grumman advisor is George Albright (Advanced Space Systems).

Winners of the 1980 open competition for Grumman scholarships are:

Sarah Louise Duncan of Northport High School will attend Harvard University to major in physics. Summer job: hand hammer helper; advisor: Jerry Krassner (Nuclear & Astrophysics).

Robert Frame of Northport High School will attend Rensselaer Polytechnic Institute to major in engineering. Summer job: hand hammer helper in Plant 2; advisor: Michael Rossi (Systems Sciences).

Ian Glasgow of Lawrence High School will attend Massachusetts Institute of Technology to major in engineering. He will be studying in Israel this summer. Advisor: Theodore Hilgeman (Nuclear & Astrophysics).

Gabriel Goodman of John Miller Great Neck North High School will attend Princeton University to major in engineering. Summer job: bench mechanic helper in Plant 2; advisor: Richard Scheuing (Research Director).

Class of '80. *Recipients of the 1980 Grumman Science and Engineering Scholarships and alternates gather at the 37th Annual Awards Luncheon held recently at the Holiday Manor in Bethpage. Winners are (front row L to R) Eric Bashoff, Vivian Palmi, alternate Robert Teachey, Valerie Paeper, Gregory Richter, Elaine Lee, alternate Edward Kutin, Sarah Duncan, Gabriel Goodman; (top row) Lloyd Hey, Clifton Swiggett, Thomas Gros, alternate Gregory Milano, Ian Glasgow, alternate Paul Lee and Robert Frame.*

Thomas Gros of Holy Family Diocesan High School will attend Georgia Institute of Technology to major in aeronautical engineering. Summer job: press operator helper in Plant 2; advisor: Robert August (Employment).

Valerie Paeper of Centereach High School will attend Princeton University to major in mechanical/aeronautical engineering. Summer job: assembler/riveter in Plant 1; advisor: Irving Ojalvo (Structural Mechanics).

Vivian Palmi of Sewanhaka High School will attend Rensselaer Polytechnic Institute to major in electrical engineering. Summer job: metal mechanic helper in Plant 2; advisor: Margaret Penn (Loads & Criteria).

Clifton Swiggett of Cold Spring Harbor High School will attend Princeton University to major in engineering. Summer job: factory planner in Plant 2; advisor: Wayne Stratford (Employment).

Should a scholar become ineligible to receive a Grumman grant, these alternates will take the scholar's place:

Edward Kutin, son of Lawrence, Plainview-Old Bethpage High School will attend Massachusetts Institute of Technology to major in applied mathematics. Summer job: planner or release analyst in Plant 3; advisor: Jay Mendelsohn (Systems Sciences).

Paul Lee, Walt Whitman High School will attend Harvard to major in physics. Summer job: sonic cleaner helper in Plant 2; advisor, Michael Stauber (Nuclear & Astrophysics).

Gregory Milano, son of Vincent, West Islip High School will attend Rensselaer Polytechnic Institute to major in mechanical engineering. Summer job: Plant 3 budget planner; advisor: Kenneth Bubeck (Employment).

Robert Teachey Sewanhaka High School will attend Massachusetts Institute of Technology to major in electrical engineering. Summer job: Plant 2 hydraulics assembly; advisor: Steve Engel (Lab Mgmt. & Tech.).

GRUMMAN plane news

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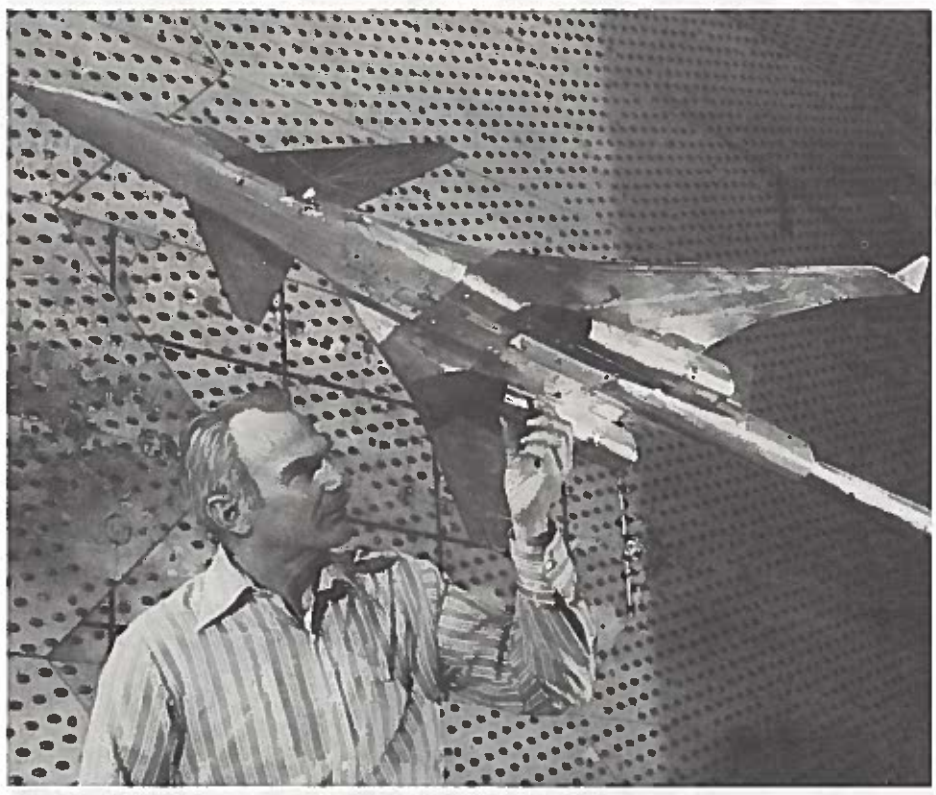

New look. *This Grumman design for a twin-jet, swept-wing advanced tactical fighter is being wind-tunnel tested at the Arnold Engineering Development Center in Tennessee. Here a test facility craftsman checks a nacelle on the aircraft, one of two conceptual models designed by Grumman for the Air Force's Flight Dynamics Laboratory.*

GAC gets $10-million MX missile subcontract

Grumman has added another major award to its growing list of subcontracts: a $10-million development pact by AVCO Corporation for nose cone shrouds on the Air Force MX Missile System.

Under the agreement with AVCO's Systems Division in Wilmington, Massachusetts, Grumman will make 20 ship-sets of shroud components through 1983. The pact has the potential for over 300 additional units to be made through 1989.

"The nose cone is a protective titanium covering on the front of the missile," explains program manager Bill Spiegel. "When the missile is in flight, the shroud will shield the warheads inside from foreign objects and high temperatures in the atmosphere." The MX missile will use a mobile launching concept to replace the current stationary Minuteman silo-based system.

Initially, the pact gives Grumman the go-ahead for full-scale development tasks. It follows a year of technical exchange between Grumman and AVCO on the use of electron beam (EB) welding, a technique that will be used in fabricating the shrouds.

EB welding is a low-energy process that uses a concentrated beam of electrons to melt and join metals. It produces a stronger, faster, and cleaner weld than conventional methods, and is more versatile.

Grumman has been involved in the application of EB welding technology since 1961, and started using it on the F-14 wing center sections and wing panels on a production basis in 1969. The 80,000 square foot EB welding facility in Plant 2, where work on the nose cone shrouds will be done, is one of the largest of its kind in the country.

Up-seeking seat built for survival

The Navy has awarded a $930,000 contract to Grumman to develop a design and mockup of an "up-seeking" ejection seat. Such a seat can steer itself towards the sky, saving fliers who eject from spinning or upside-down flying aircraft.

"The purpose of the Navy contract," says Armand Aronne, the head of Escape and Survival Systems in the Engineering Department, "is to develop a production system. If we do our job right, the system will fit on all the ejection seats in the Navy."

Aronne managed the writing of the proposal, which was specifically made to modify F-14 seats. But, the long range plan is to design the system as a kit modification for the 4,000 or so ejection seats in Navy planes.

The "up-seeking" seat is not in production anywhere in the world, though the Navy has tried and proven a prototype. Shot from an upside-down A-6 cockpit section, their seat was able to turn and fly upwards in less than 50 feet.

All set to go. *At Stuart Operations, (L to R) Hank Hering, Boeing Material supervisor; Vice President-General Manager Ed Dalva; Stan Hills, Materials manager; and Joe Smitelli, manager of Planning and Support, examine the first machined parts delivered for the Boeing 767 job. Grumman is ready to build the 7,000 pound wing center section and keel-beam assembly or 'wing box' there.*

FAA begins G-III tests

On May 28, the Federal Aviation Administration (FAA) announced that it was ready to begin its flight testing of the new Gulfstream III.

Designed and engineered by Grumman Aerospace, the new corporate jet made its maiden flight last December at Savannah, Ga., home of Gulfstream American, builders of the plane. Gulfstream III No. 1 was then ferried to Calverton and has undergone extensive flight testing since then.

Three weeks ago, Ray Borowski, chief - Engineering and Manufacturing Branch, Eastern Region, issued the FAA's Type Inspection Authorization, which officially kicks off the FAA flight testing.

The FAA flight test program is slated to last three months, reports Bill Fehrs, Grumman's G-III Program director.

Upon completion of the FAA test program, the G-III will be issued FAA certification to fly passengers.

Under contract with Gulfstream American, Grumman will also be heavily involved in certifying the new G-III jet for use in Canada and the United Kingdom.

Picnic date set

Get out your red Crayola and raw a big circle around July 26, 1980. That's the date for the 39th Annual Grumman Family Picnic. Admission is $3 for adults, and kids will be admitted free. Your ticket buys unlimited beer, soda, milk, hot dogs, ice cream, plus music and entertainment; everything you need for a great day in the sunshine with family and friends. Tickets will be available at all ESO's by June 16.

Watch upcoming issues of PLANE NEWS for more details.

Travel note

If you travel on company business, a revised system for requesting cash advances and reporting travel expenses goes into effect on May 27. (The new forms can be ordered through New Jersey Office Supply, just as the old ones were.)

Instructions for filling out the forms and the new "Trip Tip" booklet are available in all petty cash offices. Questions? Call the Contract Revenue department, Ext. 2914.

The way it was

Tigers break traditions, records with unique design

When it first flew on July 30, 1954, the Tiger amazed everyone. "It looks like a beautiful mystery plane," Bliss Thorne, aviation editor, wrote in the New York Times after watching that first flight.

"But the pilot must use the lining of his flying suit for fuel . . . where it is certainly puzzles me!"

The F-11F Tiger started out as a refinement of the F-9F Cougar series. But, as the design developed in 1953, a different plane evolved.

Both had swept wings, but the Tiger's were extremely thin — which prompted Thorne's remark. The engineers under Project Engineer Joe Gavin, now President of Grumman Corporation, stored fuel in many places on the plane. It was in the fuselage, in the box beams of the wings, even in the dorsal fin.

"There is a small group of people who have fond memories of the Super Tiger. If we had built the Super Tiger first, it might have beaten out the F8U," Joe Gavin recalls. Gavin feels the plane anticipated the lightweight fighters of the '70s at a time when the Navy was moving towards more complicated weapons systems like the F-4 Phantom.

Something new for Grumman was the location of the engine's air inlets. Like other Grumman jets, the Cougar had them in the wings; the Tiger's were on the fuselage.

Grumman engineers also used a design technique that was new to the entire industry, called "area rule." The National Advisory Committee on Aeronautics had developed it in 1952. Grumman was the first, however, to design and fly a plane using the principle.

Simply, area rule was the pinching in of the fuselage at the wing roots. If you looked at the plane from the top or the bottom, it looked like a Coca-Cola bottle. The technique helped cut down drag. "They were always looking for more speed," recalls Bill Adams, a retiree who was a Navy inspector during production of the Tigers.

Unfortunately, as fast as the Tigers were, they were soon outdistanced in the speed race.

Production Tigers had a maximum speed of 850 miles an hour. Two production planes were modified with new wings and more powerful engines. Called Super Tigers, they set a world altitude record of 76,828 feet and speed records of 1,386 miles per hour.

But the Navy did not have the funds to develop the Super Tigers, and the Vought F8U Crusader supplanted the Tiger as the Navy's front line fighter. The Crusaders were the first Navy shipboard fighters capable of clearing the 1,000 mile per hour mark.

The last of the Tigers was produced in 1958. They were phased out of front-line service in 1959, and Grumman didn't build another fighter until the F-14 Tomcat.

Tiger team. *Today, one of the 199 Tigers which were produced between 1954 and 1959 is being restored in the colors of the Navy flight team, the Blue Angels. Under the direction of former Grummanite Art Romeo (R) a group of retirees is restoring number 149 for the Nassau County Cradle of Aviation Museum in Mitchell Field. Going over plans with him here are Bill Adams (L) and George Petrolak. "This is the fourth restoration project for the Retiree Club," says Art. "We got this plane from Patuxent River Naval Air Test Center, and it should take us about a year to complete." The Blue Angels thrilled audiences with aerobatic feats they performed in their F-11 Tigers for over ten years.*

USAF pact funds three EF-111A's

On May 30, the Air Force awarded a $66-million contract to Grumman for the production of the second lot of EF-111A Tactical Jamming Aircraft. The contract provides funding for equipment for the modification of three aircraft which are scheduled for delivery in late 1981.

The first production EF-111A, which the Air Force had contracted to be delivered in mid-1981, is now in fabrication at Calverton.

The EF-111A is an electronic countermeasures aircraft which jams enemy radars. Grumman modifies the Air Force's F-111 fighter-bomber to the EF-111A configuration.

In addition to the aircraft in progress at Calverton, a prototype is being flown at Mountain Home Air Force Base in Idaho for training and evaluation. Grumman will ultimately build more than 40 EF-111A's for the Air Force.

obituaries

ANTHONY BERNARDIS of Mechanical Structure and Assembly, Pl. 43, died May 12 at the age of 54. He had been with the company since 1947 and resided at 47 Freeport St., East Islip

PATRICK F. REGAN of Airport Operations, Pl. 4, died May 30 at the age of 59. He had been with the company since 1961 and resided at 7 Blue Bell Lane, Levittown

Personals

We wish to express our deep gratitude to our friends and co-workers for their thoughtfulness and expressions of sympathy during the recent loss of my father, Benjamin Plawksy. Martin Plawsky and Family

We wish to thank all our friends and co-workers for their sympathy and kindness during the recent loss of my mother. Tom Haggerty

We wish to thank my friends for their kindness and sympathy extended during the recent loss of my mother. Alice Kehoe and Family

We wish to thank all our fellow Grummanites for their thoughtfulness and kind sympathy during the recent loss of my mother, Alice H. Kalaghan. Charles L. Kalaghan

I would like to thank my fellow Grummanites for their thoughtfulness, flowers and encouragement during my recent illness. Milt Fishman

We would like to thank all our friends for their kind expression of sympathy upon the passing away of our parents, Joseph and Ella Grill. Arthur and Marlene Grill and Family

We wish to tank all the wonderful people who were so thoughtful and kind in their expressions of sympathy during the recent loss of our son, Thomas. Shirley Kleshefsky and Family

I wish to thank all my friends and coworkers for their kind expression of sympathy during the recent loss of my mother-in-law. Dick Corrigan

We wish to express our deep gratitude to my friends and co-workers for their thoughtfulness and sympathy during the recent loss of my mother. Edward Hantz and Family

To all my friends and associates, many thanks for your expressions of concern and your best wishes during my recent hospitalization for heart surgery. Manning H. Dandridge

Need a ride?

BAYPORT: to plt 15, 7:30am to 4:00pm shift. L. Yahres x8991/363-2447

BRONX: P'kch'st'r-Soundview area to & from GAC, 7:30am shift. E. Perez x2482/(212)328-7737

CENTEREACH/LAKE GROVE: vic to plt 40, 7:48-4:18 shift. K. Riley x3466

COMMACK/E. NORTHPORT: Van Pool to Bethpage, 8:00am shift, $55/20 working days. B. Wellner x9596

FLUSHING/WHITESTONE/BAYSIDE: to plts 40 & 9, Melville, join exist 2 man carpool, 7:30am-4:18pm, will meet at location convenient to all. B. Saputo x115-6323

GLEN HEAD/SEA CLIFF: area, join or form car pool to plt 40, 7:48-4:18 shift. E. McDawell x6118/759-1194

HAMPTON BAYS/MORICHES AREAS: to Bethpage, join car pool or share rid, 8am to 4:30pm shift. P. Muzio x2950

OAKDALE/BOHEMIA: N. Great River, (1) person wanted to share driving and fill exist 4 person pool to Bethpage, approx 8:00am-4:30pm shift. T. Germano x9377/567-9064

RONKONKOMA: Knob Hill So, to plt 31 Mon-Wed-Fri only, 7:30am-4:00pm shift. D. Olsen x5940/5896

ROSLYN RD & Old Ctry Rd in Mineola to plt 05, 8:00am-4:30pm shift, will help pay for gas, starting 6/2/80. N. Wells x6993

SMITHTOWN/HAUPPAUGE: to Bethpage (plt 35), 8-4:30, non-smokers. P. Levitt x5783/724-4619

STRATHMORE/LAKE GROVE: So Setauket, Rt 347 to plt 35, 8:00am-4:30pm. H. Glickman x8361/588-0835

WHITESTONE/BAYSIDE/FLUSHING: to Bethpage, need drivers for exist car pool. A. Grumet x2530/(212)746-9239

Wear it in good health: Safety clothing is always in style

Safety clothing is a huge pain in the neck. I really hate putting all the stuff on. It can be hot, it's cumbersome, and it slows you down. Anyway, I'm pretty careful . . . nothing ever happens to me.

Al Rowell knows just how dangerous that sort of half-baked logic can be.

Last year, when nitric acid spilled over his head, face, and chest, Al was very glad to be dressed in protective clothing.

Al, an industrial waste treatment handler in Plant 6, was working in Plant 3 when the accident occurred. He was loading a waste tank; a hose had been hooked up that was not the proper length, and the force of the fluid traveling through detached it.

"If I hadn't had my helmet and face shield on, I'd be blind," says Al.

"I hear people say that if you're careful, you don't have to worry about safety clothing. They couldn't be more wrong. You can't take chances . . . not even for a minute."

"We want to give people the right safety equipment for the job they're doing."

The Grumman Industrial Safety and Hygiene Department has over 300 different items in its inventory; each one designed to provide protection from a specific work hazard.

"When a guy comes in and says he needs a pair of protective gloves, we talk to him and find out what he's doing, what material he's handling, and where he's working," says Charles Hess, who runs the Plant 2 Safety Equipment office on the night shift. "We've got all different kinds of gloves here. Some are for protection from heat, some from chemicals, some are for abrasive materials."

He pulls down several boxes from the shelves. They contain gloves made of rubber, vinyl, and a shiny metallic fabric. Some are just to the wrist, others come up over the elbow. "We want to give people the right safety equipment for the job they're doing," says Hess.

Peace and quiet

The Safety offices also stock several different types of hearing protection, appropriate for a variety of work environments; from the head-set types to small foam plugs that are placed in the ear.

Sometimes the value of using safety equipment is dramatically demonstrated — as when chemical burns are avoided, or vision is saved. However, damage to one's hearing is a slow, insidious process. Constant exposure to high levels of noise gradually impairs hearing; the damage is usually irreversible. But the faithful use of the proper ear protection will prevent hearing loss.

"Most people are aware of the danger," says Hess. "We don't get too much resistance now to wearing ear protection. If for no other reason, a person realizes pretty quickly that he feels better if he wears it . . . he's not going home with a headache at the end of the day."

John Mruz, who runs the Plant 2 Safety Equipment office on the day shift, agrees with Hess that of all the items in their inventory, safety glasses are the most difficult to convince people to wear.

Making adjustments

"It isn't a problem with people who already wear corrective lenses," says Mruz. "But when you take someone who has 20-20 vision, who's not used to having a pair of glasses sitting on his nose all day, you've really got to do a selling job."

People complain that the glasses are heavy, or unattractive, or that the rims interfere with their field of vision.

"They take some getting used to," says Mruz. "But when you think about the consequences, about what it would be like to lose your vision, it's a small price to pay."

Since 1950, there have been 95 Grummanites who have learned that lesson. They are members of the Wise Owl club, a group of people whose vision was saved by wearing safety glasses.

Industrial safety glasses are three millimeters thick. Because they are tempered, they break into small, round-edged pieces, or crumble into a powdery residue when the impact is strong enough.

Safety glasses are available to all Grummanites whether or not they use them on the job.

Bob Kimmerle works in Presentations Services in Plant 5, and his job doesn't require safety glasses.

"But I had some work to do at home, taking some paint off a cement retaining wall with a wire rotor stripper," says Bob. "I took shop courses in school, and they always stressed the importance of taking care of your eyes."

"There's no reason why anyone should ever work without the proper protection."

So he went down to the Safety Equipment office in Plant 5 and got himself a pair of glasses. And the next day, when a piece of the wire rotor broke off and struck his left lens, Bob became a member of the Wise Owls.

Good habits

"We're concerned about our employees' safety, no matter where they are," says Charles Hess. "If they learn safety habits at work and bring them home, so much the better. And if they have something to do at home, a project that requires the use of unfamiliar tools or materials, we're more than happy to talk to them about it and suggest the safest way to get the job done."

There are Safety Equipment offices in all Grumman production plants. "There's no reason why anyone should ever work without the proper protection," says Mruz.

On the job, supervisors make sure that everyone has the right equipment. "But even the supervisor shouldn't have to be a policeman," he says. "Ultimately, safety is up to *you*."

service milestones

15

Theodore F. Wieworka, Major Assy (3)
Edward Scerbak, Fuselage Assy (3)
Virgine R. Morrill, Honeycomb Prep. (3)
Giacomo J. Consenz, Vehicle Liaison Eng. (3)
Anthony A. Passannante, Insp-Mech. (3)
John R. Dengler, Elect. Test (4)
Jack Habeshian, Flight Oper/Gulf (O&R) (4)
William A. Lasdin, Sys. Test/Flt. Integ. (4)
Arthur Wood Jr., ILS Training Sys. (4)
Joseph A. Pace, Corp. Instr. Sys. (4)
Dorothy W. Suss, Insp-Mech. (4)
William H. Downs, Static Test (5)
Jeremiah J. McCarthy, Instr. Test (5)
Marvin Bloom, Instr. Test (5)
Miguel A. Ramos, Mech. Struct. & Proto (5)
Joseph F. Zarnay, Management & Staff (5)
Richard A. Fritz, Business Mgt. (5)
John Drechsler, Repair Control (5)
Charles H. Simon, ILS Digital Eng. (5)
Dorothy J. Ibert, Office Mgmt. (5)
Walter Moore, Maint-Facil Equip & Gen. (5)
Romeo P. Martorella, Stability & Control/Fly Qual. (5)
Samuel Feldman, Software Sys M/S (5)
Edward F. Burns, Operations (5)
Salvatore Scarantino, Operations (5)
Arthur F. Menton, Ops Anal. (5)
Franklin S. Markil, Advanced Aircraft Sys. (5)
John Penn, Advanced Aircraft Sys. (5)
Fred G. Roffe. Advanced Aircraft Sys. (5)
Anthony C. Bacchi, Advanced Aircraft Sys. (5)
Marjorie A. Lanzisera, Financial Op/ Secretaries (5)
Elmore G. Russell, Sys. Eng. Project Eng. (5)
George Frankel, Eng. Test Oper Mgmt & Staff (5)
Robert Matzuga, Offset Devel. (5)
William C. Wanner Jr., Corporate Contracts (5)
John A. Kennedy Jr., Program Contracts (5)
Louise M. Kolb, Customer Reqts. (5)
John Derrico Jr., Corp. Plnng Cntrl & Budg. (5)
Edward M. Davis, Govt. Matl. Cntrl. (6)
Louis E. Giolito, Maint-Rearrangement (6)
Anthony J. Casano, Elect. Install. (6)
Larry Mersereau, Support (6)
Werner R. Landsberg, Elect. & Mech. ILS Supp. (6)
Robert DeSolms, Measurement Standards (6)
Maurice Kalaygian, Final Assy Insp. (6)
Raymond J. Fannan, Config. Data (6)
Raymond Lombardi, Ops Mgmt & Staff (6)
Joseph Bellon, Structures (7)
Lawrence P. Tosto, Propl. & Fluid Sys. Prd. Supp. (7)
Howard R. Cabble, Elect. Sys. Prod. (7)
Frank Verano, Aircraft Cntl. Eng. (7)
Robert Longinotti, Proj. Eng-Elect. (7)
Joseph Murgia, Flight Avionics (8)
Raymond P. Annabel, Elect. Sys. Prod. (8)
Burton Dencker, Assy Method & Plnng (9)
Robert C. Saelzer, Mfg. Program Mgt. (9)
Terry Hagemann, Electro-Mech Lines (9)
Charles W. Kusche Jr., Design Eng. Proj. Eng. (9)
Donald J. Bostrom, Prog. Qual. Mgt. (9)
William McGrath, Thrust Reversers & Nacelles (9)
Madeline Carpenter, Boeing (9)
Thomas Gillen Jr., Aero-Structure Sub-Contr. (9)
George McDermott, Templates (11)
Joe Bradshaw, Maint-Facil Equip & Gen. (11)
Methody Sirkot, Meas. Stds. (12)
Frank Giacomazzo, Elect. Test (14)
John Winzinger, Elect. Test (14)
Frank R. Chisholm, Elect. Test (14)
Arthur W. Goehler, Elect. Test (14)
Robert J. Carlough Jr., Elect. Test (14)
Arthur F. Wider, Hydraulics (14)
John Zwolinski Sr., Hydraulics (14)
William C. Rommell, Hydraulics (14)
William Shephard, Lab. Mgmt & Tech. (14)
Sam Kuzyk, Rec-Insp-Elect. Test Lab. (14)
Gerard Erbacher, Repro Servs. (15)
Russell E. House Sr., ILS Tech. Writ. (15)
James M. Fawcett, B/P Warehouses (21)
Edward L. Napoli, PPO-F-14 (25)
David L. Rice, Presentations Serv. (25)
Eugene J. Tiefenwerth, Fluid Pwr/Pyrotechnics (25)
Robert DeVault, Mass Prop. Anal & Cntl. (25)
Frank Previtali, Digital Tech. (25)
Donald H. Justus, Elect. Des. & Devel. (25)
Thomas R. Gregorio, Electromech. Des. (25)
Thomas E. Moore, Electromech. Des. (25)
Mario Grzan, Corp. Instr. Ground Test (25)
Ruth McDonald, Config. Data Mgmt. (25)
Charles Pfaeffle, Employment (28)
Robert Hachmann, Masters Fellowship (28)
Howard M. Denen, Procurement Servs. (30)
Charles J. Schmitt, Reqts. Plnng. (30)
Leslie Garcia, Pricing & Anal. (30)
Richard A. Ayres, Mat. Sys. (30)
Robert A. Verzera, Subcontractor Surv. (30)
William J. Rooney, Mfg. Sched. (30)
William Bennett Jr., Cust. Supp. Reqts. Mgt. (30)
Anthony F. Giammarino, Tech. Reqts. (30)
Mary Rovegno, Food Serv. (30)
Virginia Denton, Matl. Accounting (30)
Brendan B. Bates, Matl. Accounting (30)
Herbert A. Pirkl, General Acct. (30)
Dennis Augustine, Est. Resources (30)
Sherwood Heidel, Est. Resources (30)
George J. Hirsch, Est. Resources (30)
Frances C. Landgrover, Supplier Cntrl. (30)
Victor A. Bloom, ILS Elect/Elect. Eng. Mt. (35)
Robert G. Thigpen, Maint-Facil Equip & Gen. (35)
Clarence E. Duerr Jr., Contour Devel. (35)
Dana Mihelich, Software Sys. M/S (35)
Jacques M. Graff, Field Ops Mgmt/Staff (35)
Nicholas LaCascia, Supp. Equip. Serv. (35)
Edmund Romano, QC Insp. Plnng. (35)
Robert VanNoy, B/P Warehouses (37)
Gasper Guzzo, ILS Elect Pack. (40)
Nathan C. Lang, ILS Elect Pack. (40)
Jose E. Diaz, ILS Elect Pack. (40)
Rosario D. Allura, ILS Elect Pack. (40)
Ercole Ferlini, ILS Elect Pack. (40)
Carmelo R. Caminiti, ILS Elect Pack. (40)
Vincent Costello, ILS Verif & ILS Supp. (40)
Ralph Weiss, ILS Reqt. Def. (40)
Emil Antonucci, ILS Reqt. Def. (40)
Ben Dutton, ILS Sys. Impl. (40)
Robert A. Gemmell, ILS Elect Eng. (40)
Daniel M. Hanafin, ILS RF/Controls (40)

what do you think?

We asked Glen Arm, Maryland Grummanites where they would go on their ideal vacation . . . if money were no object, and the sky the limit. What do you think?

Wayne Sterling

I'd take the family and go to Disney World. I don't have any interest in going to exotic islands or faraway places . . . that wouldn't do it for me anymore. But my kids would love Disney World, and we'd get a kick out of seeing them have a good time.

Sandy Thomas

I'd go to the Bahamas and really live it up. I'd spend lots of money and have lots of fun and live like a millionaire for as long as I could. I'd also gamble in the casinos to increase my wealth so that I could stay there even longer.

Mike Holston

If I had unlimited money, I certainly wouldn't take a vacation. I'd give the money away to people who are starving. When one third of the world's population goes to bed hungry every night, it seems wrong to think about spending money foolishly on vacations and other things that you don't really need.

Israel Rosas

I'd go to Hawaii. That's one place my wife and I have always dreamed of seeing. It wouldn't be necessary to live luxuriously once we got there; we aren't the sort of people to spend a lot of money anyway. In Hawaii, just being there would be enough.

Margarette Rutherford

I'd like to fly to London and Paris . . . just to start off my trip around the world. I'd want to visit castles and meet people from all different countries and see all the things I've only read and heard about. The flying part is important too . . . I've never been on an airplane.

Joe Wilson

Even with unlimited money, I can't think of anything that extravagant that I'd spend it on. That's because my idea of the perfect vacation wouldn't have to cost very much anyway. I'd just like to go up in the mountains all by myself and relax. No other people around, no noise; I wouldn't even want to go fishing. I'd like peace and quiet with no one to bother me.

Outdoor dining

It's almost summer: Food Services is getting ready to serve lunch outside. "Picnic in the Park" starts on June 24 at McKay Field in Bethpage, and the hours are from 11:30 a.m. to 1 p.m.

In addition to the quarter-pound hot dogs and burgers, there are a few new items on this summer's menu: sausage links, barbecued beef on a roll, corn on the cob, and southern fried chicken. And, as usual, there'll be music and bocce and the flinging of frisbees.

Doesn't that sound like more fun than peanut butter at your desk?

(continued on page 8)

Varsity squad chosen; Minsky led golf trials

From the first tee, Jim Minsky led a field of 38 varsity hopefuls in the annual trials for a slot on the Grumman varsity golf team.

A veteran varsity golfer, Minsky set the winning pace by shooting 78 on the first night of play at Bethpage State Park. At the next outing, he was low scorer again, this time with a 72. On the final night, Minsky clinched the number one slot by carding a 77 for a total of 227. Fourteen strokes separated Minsky and the second-place finisher, Steve Lake.

Lake moved up from third place residency to second in the final round by shooting an 82 game. He stroked a total of 241 during the trials. Bob Chalus shot 79-78-88 to win the third slot on the 1980 varsity squad.

The big surprise in the final round was Perry DiMattia. He fired 79 and boosted his standings from 11th to fourth place. Total strokes for DiMattia in the trials were 85-80-79-246.

Other 1980 varsity members are: Al Hearring, 78-87-84-249; Walter Steigele, 85-79-85-249; Bob Murray, 87-79-87-253; Tony Uravitch, 85-81-89-255; and Bill Bartoszak, 87-76-92.

Those golfers who just missed the final cut were: Caesar Roscigno, 87-79-90-256; Vincent Annunziata, 84-88-85-257; Joe Gambino, 88-83-86-257; Douglas Braune, 79-88-94-261; Gene Goltz, 88-84-90-262; Stan Zolek, 87-84-93-264; and Jim Herzberg, 87-85-97.

First and second round results for those who did not qualify for the final cut-off were: Tom Szwejkowski, 89-84-173; Forrest White, 88-85-173; Bill Heartt, 84-89-173; Jim Alverson, 89-84-173; Gene Goleski, 88-86-174; Steve Pabst, 81-93-174; Joseph Boccia, 88-86-174; Daniel Ryan, 85-92-177; Joseph Burkowsky, 88-91-179; Michael Karen, 90-90-180; John Morrison, 90-91-181; Bob Amott, 92-90-182; Bruce Yberg, 95-87-182; Jack Singer, 89-94-183; Donald Waller, 87-96-183; John Giusto, 88-95-183; Al Andrus, 88-96-184; Bruce Hurley, 96-89-185; Glen Dorch, 89-97-186; Bill Paul, 88-102-190; and Tony Cisco, withdrew.

Varsity line-up. *Grumman varsity golf team members are (L to R) Jim Minsky, Steve Lake, Bob Chalus, Perry DiMattia, Al Herring, Bob Murray, Tony Uravitch, Bill Bartoszak and coach Mike Cherry. (Photo by Bob Settles)*

calendar

China-Burma-India Vets Association: Wed., June 18, residence of Edgar W. Truckenbrodt, 5 p.m., social and business meeting. Members only. R. Fong, Ext. 8616

Computer Club: Tues., June 24, Pl. 25, 5 p.m.; Grumman employees only. Tish, Ext. 4783

Dance Club: Lessons in ballroom and disco starting July 2 thru Dec. every Wed., 5-8 p.m., American Legion Hall, Plainview. Guests welcome. E. Traina, Ext. 2263/M. Brown, Ext. 115-3406

Duplicate Bridge Club: every Thurs., VFW Hall, Plainview, 6 p.m., guests welcome. W. Lipman, Ext. 8414

Folk Dances Club (Calverton): every Thurs., 2nd Floor, Pl. 6, lunchtime, Grumman employees only. J. Hamelman, Ext. 117-6835

GACE Flying Club: Mon., July 7, Pl. 28 auditorium, 5 p.m., regular monthly membership meeting. Guests welcome. R. Reisch, Ext. 5967

Grumman Disabled American Vets Club: Wed., June 18, Pl. 3 caf., 4 p.m. Disabled Vets only. T. Melia, Ext. 4750

Grumman Family Campers: 9 day rally at Echo Farm Campgrounds, Seaville, N.J. June 27 to July 6 for information call F. Giacini, Ext. 115-6137

Grumman Scuba Divers: Wed., July 9, Chateau Restaurant, Wyandanch, 7:30 p.m. Guests welcome. P. Craig, Ext. 4779

Grumman Ski Club: Wed., June 25, Crow's Nest Restaurant, Melville, 8:30 p.m. Guests welcome. A. Garmendia, Ext. 7819/8910

Karate Club: every Tues. and Thurs., 5:15-7:00 p.m., Pl. 28 auditorium. Grumman employees and families welcome. T.

National Secretaries Association: Thurs., June 19, Polish Independent Club, Riverhead, 6:30 p.m. Guests welcome. E.

Tennis tourneys off and running

Scores of Grumman tennis players took to the courts recently to begin the GAA singles tournaments.

The biggest drawing card by far is the men's "B" division where over 86 players are vying for the title.

First round results in the men's "B" singles were: R. Benoit def. A. Fischer, 6-4, 6-3; A. Andrus def. B. Pilossoph, 6-3, 6-4; T. Asaro def. S. Knight, 6-2, 6-4; J. Blumling def. C. Bobelis, 1-6, 6-2, 6-4; A. Menton def. R. Sciglio, 6-7, 6-0, 6-2; D. Van Valkenburgh def. C. Laganas, default; J. Virzi def. T. Antonucci, 3-6, 6-4, 6-3; C. Koho def. E. Ramirez, 6-1, 6-2; J. Schrittwieser def. C. Cacho-Negrete, 6-0, 6-2; E. O'Gara def. H. Goldberg, 7-5, 6-3; K. Malecki def. A. Caporaso, default; T. Johnson def. S. Bianco, 6-7, 6-3, 7-6; D. Bove def. R. Edwards, 6-3, 7-5; A Kong def. H. Erbacher, 6-2, 6-2; N. Corvelli def. G. Smith, 5-7, 6-1, 6-2; R. Hachemeister def. D. Murray, 6-1, 6-2; J. Breitfeller def. S. Catalano, 6-3, 4-6, 7-5; J. Karanic def. J. Casey, 7-5, 6-4; J. Campbell def. A. Gibson, 6-4, 6-1; B. Schmitt def. D. Eberl, 6-4, 6-4; T. Stefaniw def. L. Poveromo, 6-1, 6-0; and S. DeMay def. R. Savasta, 6-4, 6-2.

While no top seeded players were bumped out in the early rounds of the men's "B" circuit action, the women's singles tourney had its number two seed knocked out in the first round. Pat Ogilvie who was runner-up last year lost to Jean Hilsby in straight sets, 6-1, 6-4. Hilsby faces her doubles partner Ora Williams in the next round.

Other first round results in the women's singles tourney were: M. Mickol def. A. Wicks, 6-4, 7-5; P. Pearson def. E. Smith, 6-2, 6-0; J. Erickson def. J. Morris, default; P. Baldassare def. M. Anastasi, default; J. Delano def. A. Frisch, 6-1, 6-0; O. Williams def. R. Wolf, 6-0, 6-1.

The men's "A" division attracted 30 competitors. Defending champ Bill Jaklitsch drew a bye in the first round as did number two seed, Al Kirillin. Seeded number three is Stan Feinberg, who defeated James McComber, 6-0, 6-3, in the first round. Craig Langwost, who's seeded fourth, handily beat Larry Bird, 6-2, 6-2, to move into the second round.

Other first round results in the men's "A" singles were: G. Wegler def. S. Teich, 6-3, 6-4; M. Klop def. B. Haslett, 6-3, 6-7, 6-2; R. Bergman def. J. Leng, 7-5, 6-4; T. DiStefano def. P. Shyprykevich, 6-2, 6-2; B. Wenzel def. F. Previtali, 6-2, 6-3; B. Fehrs def. G. Fogel, 6-2, 7-6; P. Goldberg def. B. Ogilvie, 6-2, 7-6; V. Casale def. V. Wu, 6-4, 3-6, 6-2; N. Dvoskin def. B. Bentler, 6-2, 4-6, 7-6; T. Bartilucci def. T. Burghard, 6-2, 7-5; J. Crouset-Pascal def. M. Rimer, 7-5, 6-2. D. Kline def. F. Paolicelli, 6-1, 6-1.

June grad?

If you have a June graduate in your family, remember that dependent children are no longer covered by Grumman health insurance once they graduate from college. However, you may wish to extend their coverage by converting to an individual policy.

For more information, contact the Insurance Department, Plant 28, Ext. 3146.

Motorcyclists rally to new club

The Grumman Motorcycle Club is being formed to provide a recreational outlet for Grummanites who own motorcycles.

All Grummanites and their family members are invited to a special organizational meeting on Thursday, June 19, at 5 p.m. at the Knight Club restaurant in Hicksville.

At present, plans are to have guest speakers from the American Motorcyclist Association and the Nassau County Police to give the novice as well as the experienced rider a greater insight towards safety and the laws governing motorcycles, reports Robert Coutieri of Plant 35.

The club also plans to send one or two people to motorcycle instructors training school in Maryland. It is hoped that this program will assist the novice in getting his/her motorcycle endorsement for his driver's license as well as teaching licensed riders the importance of safety and handling of a motorcycle.

Contact Coutieri on Ext. 4828 for membership applications.

GAA has moved to a new building on South Oyster Bay Rd. across from Plant 20

scorecard

Finish line

While Bethpage runners who finished the Long Island Marathon posed for a photo session during lunch, several other Grumman marathoners reported that they, too, completed the endurance run.

Odd Sangesland clocked 3:59.37, while Al Russo finished in 336th place out of a field of 4,200. It was a special race for Russo. He was joined by his two brothers, Tony from San Francisco, and Frank from Maryland. In the "Russo race," Frank finished in 3:10 hours, Tony 3:12, and Al 3:14.

Nite at Shea

Is the magic back at Shea Stadium? Grummanites will have the opportunity to see for themselves on July 25. The Mets take on the Cincinnati Reds at 8 p.m., and GAA is sponsoring a special Grumman Nite at Shea that evening.

Tickets are $5 per person; round-trip bus transportation is $2. Tickets can be purchased at the new GAA building on South Oyster Bay Road across from the Grumman garage (Plant 20).

Rose show

The ever-popular Grumman Rose Show takes place Thursday, June 12, in the Plant 35 cafeteria.

Entries must be submitted no later than 8:30 a.m.; brochures are available in all Employee Services offices. Grummanites may visit the exhibit from 11:50 a.m. to the end of the second lunch period.

Fini. *Some of the many Grummanites who recently completed the Long Island Marathon are (L to R) kneeling: T. Kelly, A. Matson, R. Phear, W. Dunmyer, J. Campbell; and standing: D. D'Amico, R. Derrigan, R. Pangallo, A. Sinowitz, R. Palomba, M. Polansky, R. Ogilvie, W. Diercks, R. Nielsen, R. Rennie, R. Bauer, P. Bandini, and B. Brunda. (Photo by Marie Trimborn)*

High scorers. *Winners of the third annual Point Mugu Ops. table tennis tournament are: (L to R) Roy Rodriquez, Product Modification and Test (PM&T), tourney director; Don Michne, Field Operations, second; Doug Pollard, PM&T, first; Rich Hall, PM&T, third; and John Torkelson, Personnel manager representing GAA.*

service milestones

(continued from pg 6)

Leonard F. Comenzo, ILS Sys. Design Eng. (40)
Aaron Wilkoff, ILS Dig. Eng. (40)
Thomas A. Oliveri, ILS Dig. Eng. (40)
Theodore Heretakis, ILS Dig. Eng. (40)
Robert T. Savasta, Antennas & Radomes (40)
Donald L. Ritter, Field Ops. Serv. (40)
Foster Golder, Config. Data Mgmt. (40)
Walter W. Zufall, Supp. Asset Cntrl. (40)
Kenneth Reifschneider, Mech. Detail & Fin. (43)
Charles E. Hedler, Mech. Detail & Fin. (43)
Paul J. Sabochik, Mech. Detail & Fin. (43)
Narciso Rodriguez, Mech. Detail & Fin. (43)
Leon Sorocki, Circuit Anal. (43)
Nicholas Brigante, EP Circ. & Mod. Fab. (43)
Merle Harrsch, EP Circ. & Mod. Fab. (43)
James E. Smith, Elect. Box Pan & Draw Fab. (43)
Harold W. Coverley, Elect. Box Pan & Draw Fab. (43)
Richard M. Wakefield, Elect. Box Pan & Draw Fab. (43)
Edward Urban, G.R. Plant M/S (43)
Felix A. Antonucci, Resources (43)
Harry Hanson, Program Mgt. (43)
Anthony Ferrara, Elect. Liaison Eng. (43)
Bertram E. Carlson, Elect. Liaison Eng. (43)
Nicholas M. Cacace, Trans-Ops (44)
George Drake, Maint-Rearrangement (44)
Carmine Auletta, Maint-Facil Equip & Gen. (44)
Howard Mason, Maint Indust Cntrl. (44)
Jeremiah Krenek, Elect Cable Fab. (44)
Henry A. Julie, Elect Harn Fab. (44)
Charles Hess, Elect Cable Fab. (44)
Kenneth Linker, Elect Bos & Pan Fab. (44)
Sidney Schwartz, Invent. Mgt. (44)
Thadeuw J. Cybulski, Insp. Elect. (44)
Herman West Jr., Insp. Elect. (44)
Edward C. Jones, Insp. Elect. (44)
Joseph J. Vosefski, Software Devel. (45)
Charles J. Caputo, Airframe Sys. (68)
Angelo A. Ferrara, Elect. Equip. Des. (72)
Larry Widder, Avionics (77)
Freddie Gibson, Sub-Assy (77)
Honorable W. Russell, ILS Tech. Writ. (81)
Frank Giordano, Engineering (88)
Herbert F. Wehr, Log. Serv. (94)
Robert Karpinski, A/C Sys. Serv. (94)
Joseph T. Colucci, Supp. Equip. Serv. (94)

GRUMMAN plane news

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